

Canada Makes Progress Says Beatty

G.P.R. President Reviews Past Year and Finds Evidence of Permanent Economic Improvement in Advances so far made—Predicts Canadian Wheat as Best in the World will End Steady Market.

THE course of our recovery from the economic catastrophe which swept over the world in 1929 and 1930 has been markedly different from that of any of the previous cases of business expansion in this country. This time we seem to be experiencing a process of slow rebuilding, and, as far as I can see, one of permanent readjustment of our economic activities to conditions which have radically and permanently changed. What we are today experiencing is a process of steady, and I hope permanent growth.

This to my mind would be an entirely normal result of the causes which led to the great collapse of the business of the world. It is a normal result of the causes which led to the great collapse of the business of the world. It is a normal result of the causes which led to the great collapse of the business of the world.

Nothing is more important to our economic life than our agricultural industry. In the case of wheat, I have never accepted the alarmist views which have been freely expressed. The world surplus stocks, produced partly by active encouragement of production in many importing countries, and partly by a series of unusually favorable seasons in Europe, seem to be needed to meet the marked shrinkage in production in 1934. While complete recovery of world commerce is still a long way off, the situation of our economic life is not as bleak as it appears. It is a situation of steady recovery of world commerce.

Other primary products, such as minerals, lumber, and bacon are being exported in increased volume and at better prices, largely owing to the Imperial trade agreements of 1932, and the new-print industry shows clear sign of recovery.

It is to be regretted that the past few years have seen further increase in the debt of the Dominion, the Provinces and many municipalities. Much of this debt has been incurred for purposes obviously injurious to the part of the ordinary government by the country, but the experiments in the

direction of governmental participation in business. Regrettably as is the loss occasioned by errors on the part of private enterprise, this type of loss is corrected by a reduction in the income and capital holdings of those who finance the enterprise. As a wise investment by a public body means a permanent charge on the tax-payers, it is reasonable to think of those who believe that the further expansion of governmental activities is the best method of protecting the ordinary citizen from exploitation by capitalists. In actual fact the safest policy for great capitalists is to present by public securities issued by public bodies and to leave the chance of loss to be carried by the mass taxpayers.

Throughout the past year the matter of the country's railway problem has received an increasing amount of public attention, and I am convinced that proposals for its solution along the lines of unified management for the two great companies have made decided progress. In all directions the observations of the public enter on the part of the public to enter upon an unprejudiced consideration of the case, and even among those classes whose interests might at first glance seem to be threatened by any such proposal, I discover a growing desire to see the matter cleared up and to find out if they really are as dangerous as those who have rushed into print to attack them would seem to believe. This is all to the good. If unified management will not stand up under the most searching criticism, obviously, it should not go forward. But the criticism should be fair and honest, and it should be based upon a fairly sound understanding of railway economics and not upon personal interest or prejudice. I say nothing less than the truth when I affirm that before any one or even two or three of the above tests, I shall not further deal with the matter here, except to say that I can see no other way than unified railway management in which the country can put a stop to the continual cumulative wastage of vast sums of money and can safeguard the future of both railways while actively preserving the property rights of the Canadian people in the Canadian Pacific.

In a word this is my proposal for unified management—it is a partnership between public ownership and private enterprise with the added advantage of private operation free from political control.

Both Canadian railway systems as well as the railways of almost every modern nation, have suffered to some extent from the effects of higher transportation. The general use of privately owned motor cars, and an increasing amount of pleasure travel in prosperous times, has created a network of modern highways,

which in turn have been used as the right of way for a great number of freight vehicles. To a great extent the operations of these vehicles and their policy in setting their charges have not been subjected to the same close supervision which public authorities have long given to railway operations and tariffs. In this case also public opinion is pressing for better handling of the situation. It is a question of the advisability of building good roads, or of permitting them to be used for commercial transportation, but the perfection of the present railway system of control of this operation will, in my opinion, return to the railways at least some of the business taken from them by highway transport and place both highway and rail transportation on a sounder basis.

It is also interesting to note a growing public sentiment in the direction of a demand for contribution to the upkeep of our roads and country roads by a system from those who use them. Especially in the case of ships of foreign registry.

With every correction of these special cases of unfair competition the Company must depend chiefly upon the restoration of normal business on a recovery of Canadian production in such a manner that in that respect is comforting. The very careful studies prepared by the Dominion Bureau of Statistics indicate a condition far from as alarming as some theories would make it.

In this great and complicated country we should not, however, be taking only of recovery. Canada should look forward to expansion in every direction. To my mind the policies needed to insure this are very simple. I should list them as: scrupulous care to prevent the debts of public bodies and resulting destructive taxation; free any further increase; concentration of our primary industries especially agriculture, public and private bodies in public policy both in volume and proportion of our primary industries to increase the population of Canada, especially in the agricultural areas, and as I have repeatedly said, an immediate correction of the tax situation and costly duplication of transportation facilities.

It appears to me that we can look back on 1934 with some contentment, and that the most important thing we found that the world was not losing sight of that by industry, thrift nations and individuals could still prosper. What interests me more is that I believe we can look forward to 1935 and succeeding years with confidence and revive that faith in her future which too many of us seemed to lose, and which I have reason to believe that all that is in the future of our country is a forward path of progress are such simple virtues as energy, honesty, and ordinary common sense.

bumper. Seats are as much as 5 1/2 inches wider and front seat leg room has been increased. The car also embodies a combination of major engineering developments aimed at increased

(Continued on page 4)

Searle Finds "Mummy" Wheat Fails to Grow

Every few months since the Ancient tombs of Egypt were discovered stories have been heard in various parts of the west, of farmers obtaining samples of "Mummy" wheat at very high prices for a few bushels of this ancient cereal. These reported Major H.G.L. Strange seed expert of the Searle Grain Co. to obtain direct from the British Museum a sample of genuine "Mummy" wheat. The seed was 3,100 years old. It was sown in the tombs of the Kings of Egypt one thousand years before the time of Caesar's conquest of England. Major Strange arranged for germination tests of this wheat with the Dominion Seed House at Ottawa. The ideal conditions. In six days it disintegrated into dust and mould. Farmers of the west now have evidence that anyone professing to sell them "Mummy" wheat at high prices which will grow, are taking money out of their pockets for nothing. Any person interested in obtaining a photograph of spikelets and kernels of this 3,100 year old "Mummy" wheat should write to Research Dept., Searle Grain Co., Winnipeg.

NOTICE

During the past a number of watches and clocks which I have repaired have been unclaimed and uncalled for. Among these are a number of high-grade timekeepers. PLEASE NOTE (1) That the above mentioned articles will be offered for sale by me on Feb. 1 at a price not exceeding the cost of their repair, and (2) that the present owners of the said timepieces will be the opportunity of redeeming their articles within a period of one year, by paying the net purchase price the same price as they were sold by me.

A. Anderson Jeweller

Hockey Notes

The Arrowwood Cardinals headed the Deerfoot Indians a surprising set-back at the Glenora arena Tuesday night in the opening game of the Blackfoot League. The Cards were considerably below regular form and were unable to find their bearings until about midway through the second period. The Minors had the best of the play during the first half of the game but Sharpe in the Arrowwood goal proved the invincible. In the second period "Casey" Norton, dynamic centre ice man of the Cards, attacked handily to score the home team's first goal. The Indians goalie, Stuart Beagle combined with E. Mason in the third period, to increase the lead 2-0, and with the Miners playing a man short, F. Mason drove H. McCullough's rebound home for the third goal. The game was rough throughout and a large crowd was on hand to see the opening game of the league. Arrowwood—Sharpe, Beagle, N. Dumka, P. Stull, F. Mason, C. Norton, McCullough, Oliver S. Beagle, E. Mason, Asselstine.

Card of Thanks

Mr. and Mrs. N. A. Riddell and family wish to thank all those who in any way assisted them during the illness of their daughter, Olive May, also in the hour of their bereavement.

Arrowwood Notes

The Arrowwood district is well represented by delegates to the U.F.A. convention being held this week in Calgary. The north road to the mine is blocked with snow and all trails have to go through Shoultice. The many friends of Miss Wills-Leith will be interested to know that she will be commencing a three-year training course at the Holy Cross Hospital, Calgary, next month. The Cardinals report that the Indians are developing into a great defensive hockey club. He on hand Tuesday to see the game at the local rink 8:30.

Mrs. E. D. Archambault has been confined to her bed owing to a recent illness. Her sister, Mrs. S. Archambault of Ensign is attending during convalescence.

The Annual Meeting of the Arrowwood United S.D. will be held at the schoolhouse Jan. 26th at 2 p.m. The retiring trustees are: Mrs. Hall, J. Webb, and J. Hesketh.

The last meeting of the U.F.A. was held at the home of Mrs. R. R. McBride with Mrs. D. Houshaw assisting. Her call, "Date of My Birthday." The most of the afternoon was spent in dealing with resolutions to be brought up at the convention. The next meeting will be held in the Jugarahall hall on Jan. 30. This will be the joint meeting and the reports of the delegates will be given.

A joint meeting of the U.F.A. will be held in the Jugarahall hall on Wednesday, January 30th. Delegates' reports will be given. Lunch served after meeting.

A group of over forty people young and old, met New Years eve in the home of Mrs. W. B. Brethren Church for a Watch Night service and social evening. For the two contest events the group divided into two sides young folks vs. the adults. The first contest was of particular interest as it was one of the corals. Two lines of a song were read and the contestants were to name the song. The young group had an advantage here as many of them are members of the choir. However, it was a very narrow margin that they won the contest. Enthusiasm waxed high, cheers followed, and even some booring when the scores were close in an exciting game of Bible baseball. In the second inning the score stood nine to one in favor of the elder players. However the fighting blood of the young team was up, and when in the fourth inning the score were tied, the fun really began. From then on the game belonged to the younger generation, for in the last inning they ran in nineteen scores, thus winning the game twenty-eight to nine. The pitchers were Hilder Vanell and Mrs. Larson, the catchers, Russell Barriss and Mr. Kaufman, with other members as basemen, fielders and fans. After the game refreshment were served, consisting of sandwiches and coffee. After lunch a few songs were sung, followed by a season of prayer and a benediction. The game followed by a verse of consecration. Then standing in a circle the whole group joined hands and sang together.

"Blest by the tie that binds Our hearts in Christian love The fellowship of kindred hearts Is like to that above." May the new year bring added blessings to all and to a clean page, a fresh start in the clearing up toward the mark of the standard of the high calling of Christ.

Blackfoot Hockey League Schedule

Owing to the uncertainty as to the withdrawal of the Red Cross Club several changes have been necessary. The following schedule will be adhered to as nearly as possible.

Jan. 18—Arrowwood at Milo	Jan. 19—Red Cross at Indians
Jan. 22—Indians at Arrowwood	Jan. 23—Red Cross at Milo
Jan. 29—Arrowwood at R. Cross	Jan. 30—Milo at Indians
Feb. 1—Indians at Red Cross	Feb. 1—Milo at Arrowwood
Feb. 5—Red Cross at Arrowwood	

League Scores

Indians 0	Arrowwood 3
Milo 3	Red Cross 8

Buffalo Hill News

There was a whist drive held at the home of Mrs. J. Douglas on Thurs. Jan. 10th, under the auspices of the Tigh Hill W.L. A number of neighbors were present, as well as some from Arrowwood. There were eight tables in play. Ladies' first was won by Mrs. Lundgren, second Mrs. McInenly; gent's first, Mr. P. Patriquin, second Mr. V. A. a dainty lunch was served by the hostess and all departed after a real pleasant time. The splendid weather at the time helped to make it more pleasant.

We are pleased to hear that Mr. Frank Tharle is none again, feeling much improved in health.

Word was recently received from Dixon that Alfred Cuffe, a former resident of this district, had lost his house and household effects through fire which occurred while he was attending a dance.

Milo Notes

Mr. and Mrs. Huffer of Vancouver spent the Christmas season at the home of their daughter, Mrs. H. Nelson.

Mrs. S. Sullivan is visiting with her small daughter, Janie, Christmas week.

Mrs. P. H. Coleman of Arrowwood, teacher of Piano, Theory, Harmony, Counterpoint, History and Form, Piano classes in Arrowwood School every Tuesday at 3:30. Pupils may enlist at any period of the year.

Mr. Roy Haggins is convalescing in Calgary Hospital after a major operation.

Mr. Leonard Northcott arrived home from Kiblerby B. C. for a short visit.

A dance sponsored by Odd-fellows will be held this Friday with St. Hopkins Orchestra in attendance.

Mr. Martin Peterson a farmer residing two miles west of Milo met with a painful accident last week. While watering stock one of the colts became unmanageable, kicking him about the head and face breaking his jaw in several places. He was rushed to Calgary for medical attention.

The Silver Toned Seven Orchestra is billed to play at Milo on Jan. 28th.

Mr. George Vennilaad was a visitor to Calgary last week. Mr. James Barrie of Lethbridge was a visitor during Christmas week at the home of Mr. and Mrs. Miles Thornton. A dance was given at the home of Mrs. J. W. Watt spent the Xmas vacation with Patricia Coleman in Arrowwood.

THE NEW FORD

The new Ford V-8 for 1935, presenting a new conception of beauty and comfort in the new automobile, is announced by Larsen Implements, local Ford dealers.

Most striking feature of the new car is body lines which are distinctively modern and a deliberate departure from any previous Ford design. The new cars are approximately eight inches longer from bumper to

bumper. Seats are as much as 5 1/2 inches wider and front seat leg room has been increased. The car also embodies a combination of major engineering developments aimed at increased

THE largest and roomiest car Ford has ever built, with new body lines of advanced streamline design, are illustrated above in this Ford V-8 de luxe Tudor sedan for 1935. Seats six passengers in comfort. Luxurious appointments are new. The eleven body type are all finished in new baked enamel which is said to need only washing to restore its high lustre. Cars are approximately eight inches longer from bumper to bumper and seats are wider. Chassis improvements, including moving the engine forward more than eight inches and new spring suspension, add to driver comfort, especially of rear seat passengers. Directed-flow crankcase ventilation is an improvement of the 90 horsepower V-8 engine.

